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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. III. No. 5 June, 1960

LEWIS & CLARK HIGHWAY GETS BOOST

Each year, the Montana Highway Department is allocated $500,000 for a Forest Highway project in the state. This appropriation can be used anywhere on the Forest Highway System, and is not limited to one job. Last year the Birdland Bridge west of Thompson Falls received the funds, and this year the Lolo Pass road received the nod. The Bureau of Public Roads concurred in the selection, so along with the Locsha River contract, and the improvement being done from the Powell Ranger Station toward the Idaho-Montana line, by this time next year, the possibility that one can drive from Missoula directly to Lewistown, Idaho, will be much nearer reality.

TONY ZUGEL PASSES

The Highway Department was saddened by the sudden passing of Tony Zugel. Tony has been Division Engineer of the Road Plans Division for the past 30 years, and we'll all miss him.

QUINNELL TO PRESIDE AT WASHO

When the Western Association of State Highway Officials 39th Annual Conference convenes June 19 in Portland, Montana's Fred Quinnell will be wielding the gavel. He was elected president of the 14-state association last year in Billings. Also taking part in the conference will be Lewis Chittim, Charlie King, Roy Gagle, Al Griener, Bill Bawden and Swede Lindgren. They will present papers at the panel discussions. Frank Carlin of the Helena BPR office will also take part in the program. Several important conferences between officials of the BPR, Forest Service, and Montana Highway Department are also scheduled to take place during the meeting in Portland.

1961 FEDERAL FUNDS HIKED

Word was received in the Division Office of the Bureau of Public Roads in Helena, that Montana's allocation of federal funds for the fiscal year 1961 had been raised to $52 million. This is a sizeable increase over the allotment for 1960, and means that there will be increased activity for all of us in the department.

Under the contract control system where quarterly allocations were made to us by the BPR, Montana had no trouble in matching the federal funds allocated during the 1960 fiscal year, and we are happy to be able to say that we have all of the funds programmed that were available.

Now, however, raises the old question—are we going to have sufficient state funds to utilize all available federal funds?

No programming has been done with the additional funds as yet, as first the allocation must be broken down to systems, then to financial districts. The additional funds also mean that increased effort on the part of the highway personnel will be called for, as some of the proposed contracts take months of negotiations for right of way, and for utilities.

We can assure the public that we'll do our best to get the job done.

PLANNING YOUR HIGHWAY FUTURE

Ross G. Henry
Training-in-Service Engineer

During this season of the year, hundreds of young men will enter our employment to assist in seasonal construction work.

There is seldom an individual who does not pause and reflect, during his daily activities, where his present routine is leading him and who does not weigh his chances for "continued employment and advancement."

(Continued on page two)

CONTRACTS AWARDED — Letting of May 25, 1960

PROJECT NO.	AWARDED TO	AMOUNT OF BID
I-90-3(8) 180 U1 & F-184(14) Deer Lodge-North & South Bearmouth-Deer Lodge Road Powell County	Holland Construction Co. Bozeman, Montana	$1,565,955.46
I-90-3(8) 180 U2 Deer Lodge-North & South Bearmouth-Deer Lodge Road Powell County (Bridges)	Montana Engineering & Construc. Helena, Montana	$ 351,363.43
I-90-3(8) 180 U3 Deer Lodge-North & South Powell County (Fencing)	Colorado Fuel & Iron Cn. Denver, Colo.	$ 54,373.04
I-90-8(10) 451 Yellowstone River Bridge Yellowstone County	W. R. Cahoon Construction Co. Pocatello, Idaho	$ 808,983.80
U-103(7) Unit 2 Lewistown-Roy Road Fergus County (Bridge)	F. L. Flynn & Co. Billings, Montana	$ 30,190.50
F-262(12) Broadus-Wyoming Line Road Carter County	Myrl Clark Yankton, So. Dakota	$ 265,926.22
S-132(3) Billings-South Road Yellowstone County	R. J. Sundling Livingston, Montana	$ 208,941.85
S-184(3) Hammond-Ridgway Road Carter County	Husman Bros., Inc. Sheridan, Wyoming	$ 307,075.16
S-242(1) Box Elder-West Road Hill County	The O'Neil Construction Co. Havre, Montana	$ 193,898.31
ROW S-248(1) East of Blackfoot-Northerly (Meriwether Route) Glacier County	Border Construction Co. Cut Bank, Montana	$ 9,366.25
SMP No. 3499 Crushing & Stockpiling Park & Meagher Counties	Billings Construction Co. Billings, Montana	$ 36,952.50
TOTAL for Month		$ 3,833,026.38
TOTAL for Year		$17,607,196.22

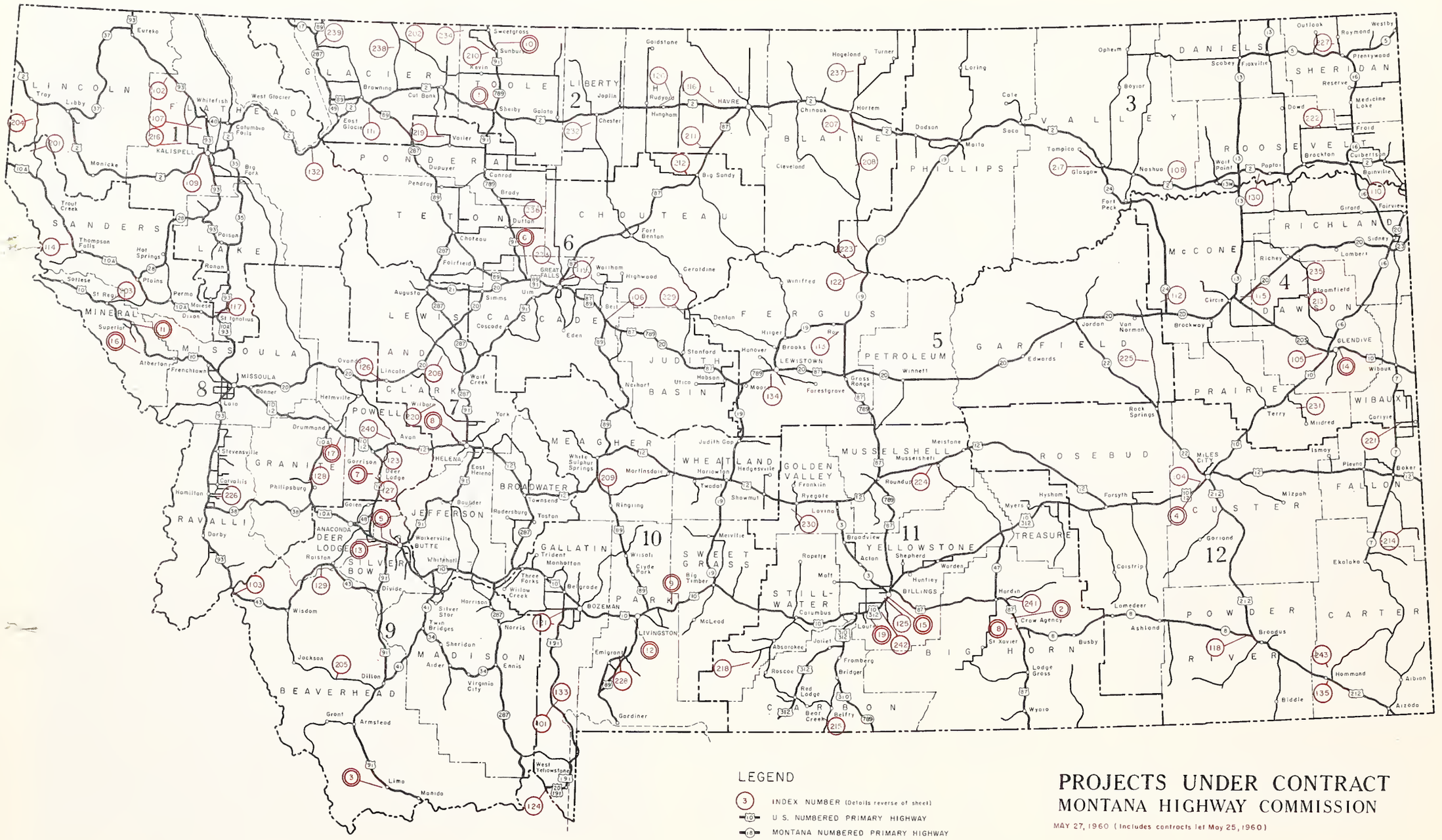
PLANNING YOUR HIGHWAY FUTURE

(Continued from page one)

"Continued employment and advancement" is normally dependent on a wide variety of human traits and abilities which are inherent in, acquired, or are developed by the individual. Some of these are usually beyond the limits of his awareness.

If this subject has interest for you, pursue it further by reflecting on the following questions which indicate some of the desirable qualities for "continued employment and advancement."

1. *Do you have a genuine thirst for knowledge?* that springs from within and is not acquired by imitation or a desire for attention. Knowledge is something that when once gained can never be taken away. It takes the highest type of self-discipline to acquire technical information by self study and create a genuine thirst for knowledge.
2. *Do you look your mistakes in the face?* Recognition of one's errors is an important prerequisite for self-development. Laying blame for errors on other individuals or situations is one of the most common faults of people. The most efficient managers of multi-million dollar corporations seldom maintain an average of over 80% correct decisions. It takes considerable self-discipline to look your own mistakes in the face.
3. *Can you accept delegated responsibility?* Some people are continually asking for advice before they have thought a problem through. Your supervisor's time is valuable. One of the most appreciated assets an employee can offer a supervisor is the ability to know what problems he should continue on his own to completion and what problems he should refer to higher authority for decision. It takes considerable sound judgment coupled with self-discipline to accept delegated responsibility.
4. *Can you accept cheerfully a majority decision?* This is most difficult when you sincerely feel your individual reasoning is better. However, a poor loser hurts no one but himself. To be isolated from the group with which you work is a difficult handicap. It is desirable for an individual to set forth his views to the best of his ability, but if he is unable to "sell" his ideas he should accept with grace the result. It takes self-discipline to accept the majority decision cheerfully against your own best judgment.
5. *Do you avoid criticism of your fellow workers?* Sometimes such criticism seems justified but it should be administered by a supervisor, not a fellow worker. It is well to recognize that no human being is perfect, much less yourself, and that everybody sees the actions and performances of others in a slightly different light. Many uncomfortable situations have arisen from spur-of-the-moment criticisms. Do you have the self-discipline necessary to think before you speak in criticism of a fellow worker?
6. *Do you try to get along with people?* There are times when all of us are subject to irritatating situations through intentional or unintentional words or actions of others. A person has attained an above average level of social maturity when he can allow for the shortcomings of others and accept the bad with the good. It takes self-discipline to admit that average people are as good and as bad as yourself and to make an effort to get along with people.
7. *Are you courteous to others?* It costs nothing and more often than not it requires less effort to be courteous than discourteous. Discourtesy usually arises from an inner feeling of frustration or inferiority. People who are continually discourteous are normally not very happy people and gain little pleasure from life. It takes considerable self-discipline and courage to be courteous in trying situations.
8. *Have you won personal acceptance from superiors and associates?* Personality is a product of our experiences. It is a process as well as a result, therefore it can be improved. Winning personal approval sometimes takes the highest type of self-discipline. It is practically impossible for one person to tell to another exactly how to gain personal acceptance of



LEGEND

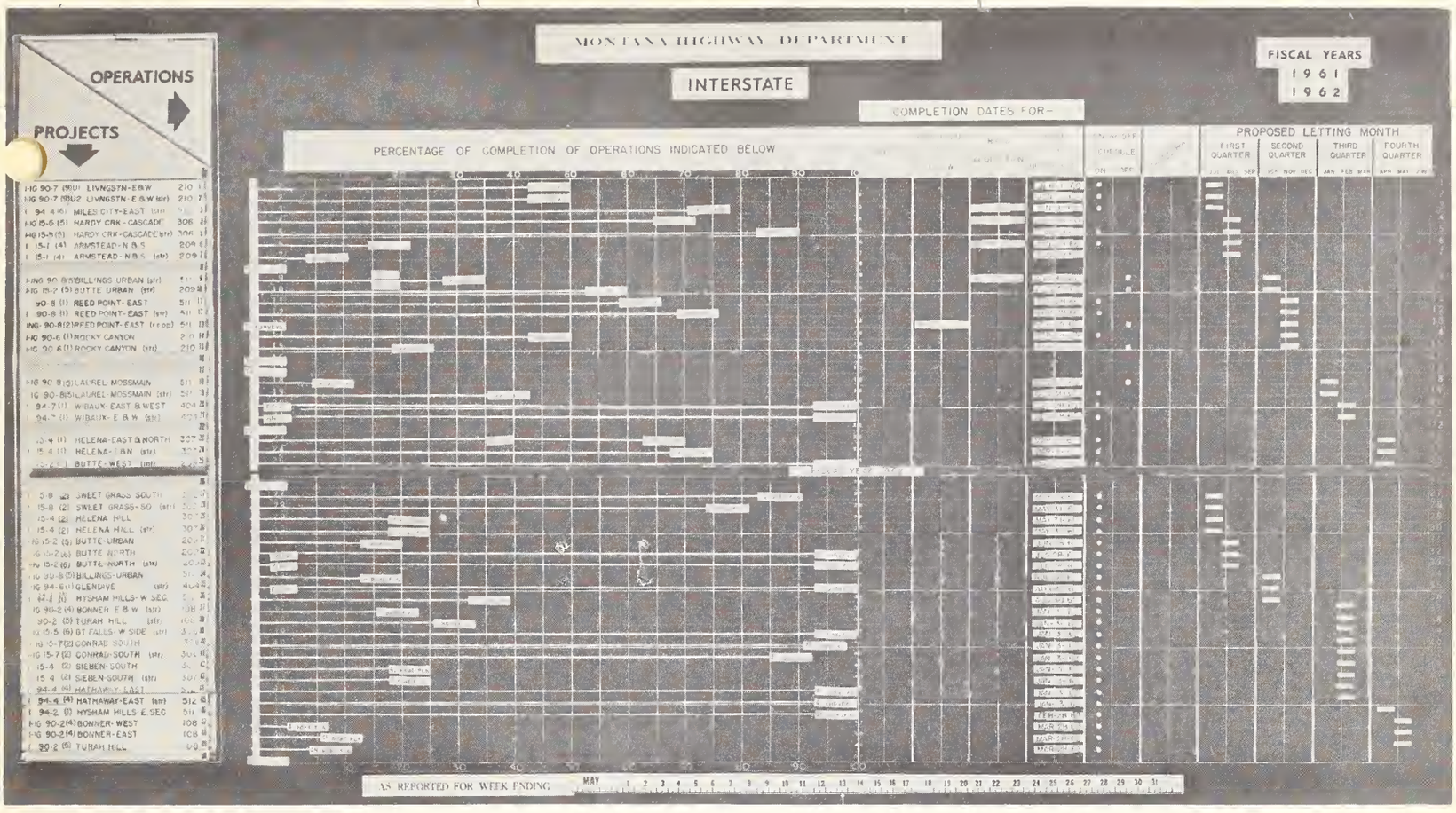
- (3) INDEX NUMBER (Details reverse of sheet)
- (10) U. S. NUMBERED PRIMARY HIGHWAY
- (8) MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

MAY 27, 1960 (Includes contracts let May 25, 1960)

LENGTH, TYPE OF CONSTRUCTION AND LOCATION

Map Index Number	Project Number	Probable Completion Date	
	FEDERAL AID INTERSTATE PROJECTS		
1	I-IG-ING 15-B (3) 351	9-1-60	5.6 miles (2.9 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - Three prestressed concrete and steel beam overpasses, two 360 foot G.N. Ry. and U.S. 2, one 276 foot U.S. 91 - North Shelby Interchange (US 91 - Shelby North)
2	IN 90-9 (5) 49B U 1 IN 90-9 (7) 50B U 1	6-30-60	11.6 miles (4.9 miles four lane divided) grading, drainage, surfacing, plant mix seal coat oiling and fencing (US 87 - Crow Agency North)
	I 90-9 (11) 498	6-30-60	11.6 miles grass seeding (US 87 - Crow Agency North)
3	I-IG-15-1 (9) 0	10-15-60	17.1 miles plant mix bituminous and seal coat oiling (US 91 - Monids thru Lima)
4	I 94-4 (3) 134	7-31-61	One 26B foot steel girder overpsss-Miles City West Interchange, One 290 foot riveted plate girder bridge-Tongue River, Two prestressed concrete beam overpasses, One 153 foot-County Road, snd one 158 foot-U.S. 212 (U. S. 10 - Miles City West)
	I 94-4 (5) 127 U 1	9-15-61	B.5 miles (0.8 miles four lane divided) grading, drainage, surfscing, Portland Cement paving, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass-Radar Base Interchange. Three concrete elab junior grsde separations. (U.S. 10-Miles City West)
	I 94-4 (5) 127 U 2	11-15-60	B.5 miles fencing (U.S. 10 - Miles City West)
5	I 15-2 (9) 128	7-30-61	Five prestressed concrete beam overpssses. One 225 foot-Lexington Avenue, One 225 foot-Oregon Avenue, Dual 210 foot-Herrison Avenue Interchange, One 210 foot Sheridan Street (U.S. 91 - In Butte)
6	I 15-5 (9) 275 U 1	9-15-60	B.3 miles four lane divided, grading, drainage, surfscing, plant mix bituminous and sesl cost oiling (US 91-West of Greet Falls)
	I 15-5 (9) 275 U 2	7-31-60	Three bridges, two 10B foot prestressed concrete beam-Manchester Interchange, one 219 foot steel girder-Vaughn Interchange, and two dual concrete slab junior grade separations (U.S. 91-West of Great Falls)
	I 15-5 (9) 275 U 3	6-30-60	8.3 miles fencing (US 91-West of Greet Falls)
7	I 90-3 (8) 180 U 1	10-30-61	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling (US 10-North and South of Deer Lodge)
	I 90-3 (8) 180 U 2	8-31-61	Six prestressed concrete beam bridges, One 123 foot-North Deer Lodge Interchange, One 118 foot-Milweukee Avenue, One 16B foot-County Road, Dual 153 foot-Clark Fork, One 256 foot-Underpass South Deer Lodge Interchange, and two 20 foot concrete slab junior grade separetions-County Roads (US 10 - North end South of Deer Lodge)
	I 90-3 (B) 180 U 3	10-30-61	B.6 miles fencing (U.S. 10-North and South of Deer Lodge)
8	I-IG-ING 15-4 (4) 1B4 U1	11-30-60	1607 foot total length dual steel and concrete overpasses - GN RY. and NP RY. (US 91-Helena)
9	I 117 (10) U 2	7-15-60	4.0 miles (1.6 miles four lane divided) grading, drsinage, surfacing and plant mix oil (U.S. 10-East of Livingston)
10	I-IG 15-B (6) 379 U 1	7-30-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal cost oiling. One 313 foot steel girder-G.N. RY. One 168 foot prestressed concrete beam-Sunburst Interchange-Overpasses (U.S. 91-Sunburst North)
	I-IG 15-8 (6) 379 U 2	8-15-60	4.2 miles fencing and cattleguards (US 91-Sunburst North)
11	I 90-1 (5) 46	8-31-60	Two steel riveted plate girder bridges, one 621 foot, one 801 foot, Clark Fork (US 10-North snd South of Superior)
	I 90-1 (6) 43 U 1	7-1-61	6.7 miles (1.2 miles four lane divided) grading, dreinage, surfacing, plant mix bituminous and seal cost oiling. One concrete elab junior grade separation. (US 10-North and South of Superior)
	I 90-1 (6) 43 U 2	7-31-60	Three prestressed concrete beam bridges, two 153 foot-Superior Interchange, one 168 foot-Cedsr Creek (U.S. 10-At Superior and East)
	I 90-1 (6) 43 U 3	10-1-60	6.7 miles fencing snd cattlegurds (U.S. 10-North and South of Superior)
12	I 90-7 (4) 330	9-30-61	730 foot-Dual Structures-Riveted Plate Girder Bridges-Yellowstone River (U.S. 10-South of Livingston)
13	I-ING 15-2 (8) 118	11-1-60	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestressed concrete bridges, one 210 foot Victor Interchenge, one 599 foot and one 614 foot B.A.&P. RY.CMST P&P RY, NP RY, and Clark Fork (US 91-West of Butte)
14	I 94-6 (2) 216	7-1-60	4.2 miles greding, dreinage, surfacing, plant mix bituminous snd seal coat oiling (U.S. 10-East of Glendive)
15	I 90-B (10) 451	6-30-62	930 and 945 foot (DUAL) Steel riveted plate girder bridges-Yellowstone River (U.S. 10-East of Billings)
16	I 90-1 (4) 60 U 1	7-1-60	5.0 miles (2.0 miles four lane) grsding, drainage, surfacing, plant mix, seal coat oiling and fencing (U.S. 10-Southeast of Superior)
	I 90-1 (7) 60 U 1	6-30-60	5.0 miles signing and delineation (U.S. 10-Southeast of Superior)
	I 90-1 (11) 60	6-30-60	5.0 miles grass seeding (U.S. 10-Southeast of Superior)
17	I 90-3 (3) 157 U 1	6-30-60	9.6 miles four lane, grading, drainage, surfacing, plant mix, seal coat oiling and fencing (U.S. 10-East of Drummond)
	I 90-3 (9) 157	6-30-60	9.6 miles grass seeding (U.S. 10-East of Drummond)
	I 90-3 (5) 157 U 1	6-30-60	9.6 miles signing and delineation (U.S. 10-East of Drummond)
18	I 90-9 (10) 498 U 1	6-1-60	18.1 miles signing and delineation (U.S. 87-Crow Agency North and South)
19	I 90-B (8) 438 U 1	9-1-60	6.4 miles four lane, grading, drainage, surfacing, clant mix bituminous and seal coat oiling. Same conetruction on frontage roads. Two 153 foot prestressed concrete beam overpasses-Beet Dump Separation (U.S. 10 - West of Billings)
	I 90-B (B) 438 U 2	10-1-60	6.4 miles fencing (U.S. 10-West of Billings)
	FEDERAL AID PRIMARY PROJECTS		
101	FHP 42-K2, L3	1960	8.9 miles grading, drsinage, surfacing, bituminous surface treatment snd two concrete girder bridges, one 122 foot-West Gallstin River, one 105 foot-Taylor Fork (U.S. 191-South of Bozeman)
102	FHP 12-A4, B3, C2	1960	14.0 miles of surfscing, bituminous plant mix and seal coat oiling (U.S. 93-Southeast of Eureka)
103	FHP 20-A	1960	7.8 miles (1.0 miles in Idaho) grading, drainage and 38 foot reinforced concrete girder bridge-Trail Creek (Montana 43-West of Wisdom)
104	F 135 (17)	9-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous snd seal coat oiling (U.S. 10-Miles City West)
105	U 121 (3) & F 130 (15) U 1	6-30-60	2.7 miles (2.3 miles four lane divided) grading, drainage, surfacing, plant mix and seel cost oiling (U.S. 10-Glendive Southwest)
106	F 235 (26) U 1	7-1-60	5.3 miles grading, drainage, surfacing, plant mix and seal coat oiling (U.S. 87-Southeast of Belt)
107	F 100 (8), F 270 (9) & F 270 (10)	7-1-60	14.6 miles (7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling)(7.3 miles plant mix bituminous and seal cost oiling) (U.S. 93 and Montana 40-Whitefish-South)
108	F 189(4)U1 & F 232 (3) U1 F 189 (4) U2 & F 232 (3) U2	7-30-61 10-31-60	8.2 miles grading, dreinage, surfacing, plant mix bituminous and seal coat oiling (U.S. 2-West of Wolf Point) One 205 foot prestressed concrete beam bridge - Little Porcupine Creek One 25 foottreated timber bridge - Indian Service Cansl (U.S. 2-West of Wolf Point)
109	U 58 (23) U 257 (14) U1 F 270 (7) U 1	10-1-60	2.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 2 & 93 - In Kalispell)
110	F 84 (27)	7-1-61	8.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 2-East of Culbertson)
	F 84 (28)	7-1-61	5.5 miles plant mix bituminous and seal coat oiling (U.S. 2-West of Culbertson East)
	F-FG 273 (11)	7-1-61	0.8 miles plant mix bituminous and seal coat oiling (Montana 16-Culbertson South)
111	F 190 (3)	7-15-60	7.4 miles grading, dreinage, surfscing, plant mix bituminous snd seal coat oiling (U.S. 87-Southsast of Browning)
112	F 315 (13) U 1	9-30-60	8.3 miles grsding and drainage (Montana 24-Junction Montana 20 North)
	F 315 (13) U 2	9-30-60	One 205 foot prestressed concrete beam bridge-Timber Creek (Montana-24-Junction Montana 20 North)
113	F 333 (23) U 1	9-30-60	11.8 miles grading, drainage, and surfacing (North of Grass Range)
	F 333 (23) U 2	9-30-60	One 92 foot prestressed concrete beam bridge (North of Grass Range)
114	F-F-90-(4) FH	7-31-60	949 foot steel and concrete bridge-Clark Fork (US 10A relocation - West of Thompson Falls)
	FHP 6-D5	1960	2.3 miles grading, drainsge, surfscing and road mix bituminous oiling (US 10A relocation - West of Thompson Falls)
	ROW FHP 6 D5	6-30-60	2.0 miles fencing (U.S. 10A - Thompson Falls West)
115	F 391 (11) U 1	9-1-60	9.1 miles grading and drainage (Montana 20 - East of Circle)
	F 391 (11) U 2	7-31-60	Two 88 foot treeted timber bridges-Buffalo Srings Creek and Cottonwood Creek (Montana 20- East of Circle)
116	F-FG 95 (11) U 1	9-15-60	7.1 miles grading, drainage, surfscing, plant mix bituminous and seal coat oiling (U.S. 2-West of Havre)
117	F 192 (8), F 194 (4), F 197 (6), & F 63 (7)	6-30-60	16.7 miles (14.5 miles grading, surfacing)(8.5 miles grainage), plant mix, seal coat oiling and traffic delineation (U.S. 10A & 93 - North and South of St. Ignatius)
118	DF 198 (4), F 334 (15) U 2 & DF 334 (16)	6-30-60	20.4 miles grading, drainage, soil cement stabilization, plant mix snd seal coat oiling (US 212 & Montana 8-Broadus West)
119	U-F-FG 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - GN RY. and Missouri River (U.S. 87 Bypass-Great Falls North)
120	F 132 (7)	9-1-60	12.7 miles (9.0 miles grading, drainage, and surfacing) plant mix bituminous and seal coat oiling (U.S. 2-Hingham East and West)
121	F 76 (6), F 203 (7)	8-31-60	13.1 miles (6.9 miles grading, drainage and surfacing) plant mix bituminous and seal coat oiling (U.S. 91-Bozeman West and South)
122	F 333 (24)	7-31-60	19.9 miles surfacing, plant mix and seal coat oiling (Montana 19-From 4.5 miles south Missouri River north)
123	F 249 (13)	7-30-60	1.2 miles grading, drainage and surfscing (U.S. 12-East of Garrison)
	ROW F-FG 249 (8)	6-29-60	Resetting 93 rods of fencing (U.S. 2-East of Garrison)
124	ROW FHP 46-A4	6-30-60	1248 rods of fencing (U. S. 191-West of West Yellowstone)
125	F 22B (1B)	6-30-60	0.3 miles grading, drainage, surfacing and bituminous surface treatment (U.S. 10 - Billings)
126	F 267 (10)	7-10-60	16.5 miles surfscing and plant mix bituminous oiling (Montana 20-Lincoln East and West)
127	F 184 (14)	10-30-61	1.1 miles grading, drsinage, surfacing, plant mix bituminous and seal coat oiling (U.S. 10-North snd South of Deer Lodge)
128	F 78 (7)	6-30-60	9.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 10A - North of Philipsburg)
129	F 43 (14) U 1	8-31-60	Two bridges, one 235 foot prestressed concrete beam and one 325 foot riveted steel girder-Big Hole River (Montana 43-East and West of Ralston)
	F 43 (14) U 2	9-30-60	1.9 miles grading, drainage, surfacing & bituminous surface treatment of approeches to bridges on F 43 (14) U1. (Montana 43 - East and West of Ralston)
130	F 84 (26)	6-30-60	9.B miles grading, drainage, surfecing, plant mix bituminous and seal coat oiling (U.S. 2-Poplar West)
132	FHP 13-I5, J3	1960	4.0 miles grading, drainage and surfacing (U.S. 2-Southwest of East Glacier)
133	FHP 42 J6, K3, L4	1960	16.8 miles plant mix bituminous surfacing and seal coat oiling (U.S. 191-South of Bozeman)
134	U 103 (7) U 2	9-30-60	One 33.7 foot concrete slab bridge - Big Spring Creek (Montana 19 - In Lewistown)
135	F 262 (12)	9-30-60	11.0 miles etabilized surfacing, plant mix bituminous and seal coat oiling (US 212 - Hammond Southeast)
	FEDERAL AID SECONDARY PROJECTS		
201	FHP 5-A1, B	1960	9.1 miles grading and one 79 foot concrete slab bridge - Bull River (South of Troy)
202	S 185 (2)	6-30-60	32.1 miles surfacing, plant mix bituminous and seal coat oiling (North of Cut Bank)
203	S 216 (2)	6-30-60	3.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (St. Regis-Northeast)
204	S 3B (6)	7-15-60	5.9 miles grading, drainage, surfacing, plant mix and seal coat oiling (South of Troy)
205	S 35 (9)	9-30-60	5.0 miles grading, drsinage and surfacing (West of Dillon)
206	S 228 (1)	7-1-60	17.8 miles grading, drainage, surfacing and bituminous surface treatment (Wolf Creek - Northwest)
207	S 187 (1) U 1	6-30-60	12.6 miles grading, drainage, surfacing end bituminous surface treatment (South of Harlem)
208	S 187 (2) U 1	6-30-60	14.0 miles of grading, drainage, surfacing and bituminous surface treatment (South of Harlem)
209	S 14 (8)	8-31-60	11.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling - (Northeast of Ringling)
210	S 366 (5)	7-30-61	0.5 mile surfacing, plant mix bituminous and seal coat oiling (In Sunburst)
211	S 242 (1)	6-30-61	4.4 miles greding, drainage, surfacing, plant mix bituminous and seal coat oiling. One 75 foot treated timber trestle-Big Sandy Creek (North of Big Sandy)
212	S 219 (4)	9-15-60	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Big Sandy - West)
213	S 32 (9)	7-1-60	10.0 miles surfacing, plant mix bituminous and seal coat oiling (North and South of Bloomfield)
214	S 51 (5)	9-1-60	5.9 miles grading, drainage and surfacing (Southeast of Baker)
215	S 136 (1)	9-1-60	10.5 miles grading, drainage and surfecing (Belfry South)
216	S 157 (2)	7-1-60	10.4 miles plant mix bituminous surfacing and seal coat oiling (Kalispell West)
217	S 257 (3)	9-15-60	Three bridges-one 400 foot riveted plate girder, Milk River-one 120 foot concrete T beam, Cherry Creek-One 75 foot treated timber trestle (Glasgow West)
	S 257 (4)	11-30-60	3.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Glasgow West)
218	S 175 (1)	7-1-60	6.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Southwest of Absarokee)
219	S 193 (3)	7-1-60	7.4 miles grading, drainage, surfacing, plant mix bituminous oiling (Valier Northwesterly)
220	S 2 (7)	8-1-60	7.3 miles grading, drainage, surfacing, plant mix bituminous end seal coat oiling (Wilborn Southeast)
221	S 95 (3)	6-30-60	7.0 miles grading, drainage, surfacing and one 100 foot treated timber bridge - Beaver Creek (Carlyle)
222	S 200 (4)	10-15-60	2.5 miles grading, drainage, surfacing and bituminous surfece treatment. One 110 foot concrete T beam bridge - Smoke Creek (West of Froid)
223	S 187 (7)	6-30-60	4.2 miles grading, drainage, and surfacing (South of Harlem)
224	S 236 (6) U 1	6-30-60	One 193 foot prestressed concrete beam bridge - Musselshell River (At Musselshell)
225	S 258 (2)	7-31-60	1.2 miles grading, drainage and one 225 foot prestressed concrete beam bridge-Little Dry Creek-(North of Rock Springs)
226	ROW S 227 (3)	6-30-60	3.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Hamilton Southeast)
	S 227 (1)	6-30-60	953 rods of fencing (255 rods resetting and 698 rods new)(Hamilton Southeast)
227	S 313 (4)	7-1-60	15.6 miles plant mix bituminous and seal coat oiling (Plentywood North)
228	S 273 (2)	9-30-61	One 360 foot riveted plate girder bridge (Northeast of Emigrant)
229	S 307 (B)	8-15-60	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Lengthen and widen existing treated timbsr bridge to 250 foot - Arrow Creek. (North of Stanford)
230	S 71 (3)	8-1-60	5.0 miles grading, drainage and surfacing. One 63 foot treated timber bridge - Fish Creek (Ryegate South)
231	S 201 (3)	9-1-60	4.9 miles grading, drainsge and surfscing (North of Mildred)
232	S 303 (4)	9-15-60	5.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Chester South)
233	S 312 (2) S 336 (2)	10-1-60	5.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (North of Great Falls)
	ROW S 312 (2) S 336 (2)	6-30-60	Reset fencing, cattleguards etc. (North of Great Falls)
234	S 366 (7)	11-1-60	6.3 miles grading, drainage and surfacing (West of Swsetgrass)
235	S 32 (10)	8-15-60	9.9 miles surfacing, plant mix bituminous and seal coat oiling (North of Bloomfield)
236	S 90 (2)	9-16-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Dutton East)
237	S 179 (3)	10-1-60	8.B miles grading, drainage and surfacing (North of Harlem)
238	S 248 (4)	10-1-60	7.7 miles grading drainage and surfacing (Northwest of Cut Bank)
	ROW S 248 (1)	7-30-60	7.7 miles of fencing (Northwest of Cut Bank)
239	S 266 (1)	8-1-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and ssal coat oiling (Northwest of Browning)
240	S 291 (4)	10-15-60	6.3 miles grading, drainage, surfecing, plant mix bituminous and seal coat oiling (Avon Northwesterly)
	ROW S 291 (3)	6-29-60	Resetting 589 rods of fencing (Avon Northwesterly)
241	S 322 (5) U 1	10-31-60	One 1B3 foot prestressed concrete beam bridge - Little Big Horn River (Hardin Northeasterly)
	S 322 (5) U 2	11-1-60	5.1 miles grading, drainage, surfacing, plant mix bituminous and eeal coat oiling (Hardin Northeasterly)
242	S 132 (3)	9-30-60	8.2 miles surfacing, plant mix bituminous and seal coat oiling (Billings South)
243	S 184 (3)	7-30-61	15.3 miles grading, drainage, and surfacing (Hammond Northeast)



To help the Highway Department keep track of the progress through the various stages of pre-construction work on each project, the above board will give at a moment's notice, the information on the progress being made on the more than 120 projects in the various stages prior to the awarding of the contract.

Mr. Tom Ratchford, assisted by Gregor MacMillan, will supervise the board, and will do the necessary coordinating between the various divisions to see that each project is kept on schedule.

Information will be correlated as to surveys, soil surveys, geologists reports, hydraulic reports, plans, right-of-way appraisals and negotiations, financial data, bridge and structure plans, Bureau of Public Roads action, and any other pertinent information on the subject.

A target date for contract award is established when the project is put on the board, and a weekly report will be made of each project during the time it is in the planning and designing stages. If any phase of the project shows signs of lagging behind, then corrective measures can be taken to keep it on schedule.

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one's self. It takes considerable self-discipline to condition your personality for acceptance.

9. *Are you loyal to yourself, your associates and your Department?* Loyalty to oneself is a prerequisite of loyalty to others. It is basic to human nature and is a trait that can be acquired. Loyalty stands very high on most listings of desirable traits managers would like in employees. It takes self-discipline and character to be loyal.

10. *Do you have genuine pride in your Department?* No association or group of people acting together for a common purpose perform perfectly. Organizations such as ours, by the nature of our work, are subject to the cruelest type of uninformed criticism. The faults of your own department sometimes seem minor when you reflect sincerely on comparable workings of other similar organizations. It takes self-discipline to maintain pride in your organization in the face of adverse criticism.

11. *Do you perform your allotted tasks in a cooperative manner?* No supervisor can accomplish much work alone. Every employee under his direction must provide his designated contribution if the work is to proceed in an efficient manner. When an individual shirks in his particular assignment, the effect may be ten-fold on the total efficiency of the unit. It takes self-discipline to perform your allotted tasks in a cooperative manner.

12. *Do you support the top administration of your Department?* It is an indisputable fact that the vast majority of chief executives are competent, dedicated and successful men. They know their business and they manage it in an orderly and efficient manner. Being human, they may make mistakes, but do you recognize their mistakes as honest ones? It takes considerable self-discipline to share in strengthening and supporting these men in the work they are doing, whenever it is necessary if we ourselves are to maintain "continued employment and advancement."

This photo shows the progress being made on Interstate 15, just west of Shelby. Asphalt is being applied to the four-lane section that by-passes Shelby immediately to the west. The dual overpass in the center of the picture carries the Interstate Highway over U. S. No. 2 and the main line of the Great Northern Railroad. Grading for the semi-cloverleaf is nearly complete, and work on the overpass is progressing very well.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

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